CLAIM SET AS AMENDED

1. (Cancelled)

2. (Cancelled)

3. (Previously Presented) The blade member for an airplane according to claim 23, wherein a distance between outer surfaces of said first outer skin and said second outer skin is gradually decreasing toward the trailing edge to become approximately zero at the trailing edge.

4. (Previously Presented) The blade member for an airplane according to claim 24, wherein a distance between outer surfaces of said first outer skin and said second outer skin is gradually decreasing toward the trailing edge to become approximately zero at the trailing edge.

5. (Cancelled)

6. (Previously Presented) The blade member for an airplane according to claim 23, wherein two reinforcing areas are provided within the outer skin area

for connecting the first outer skin to the second outer skin, said two reinforcing areas being spaced a predetermined distance relative to each other.

7. (Previously Presented) The blade member for an airplane according to claim 23, wherein the blade member is constructed of an aluminum alloy.

8. (Previously Presented) The blade member for an airplane according to claim 23, wherein the first outer skin is curved upwardly.

9. (Previously Presented) The blade member for an airplane according to claim 23, wherein said second outer skin is substantially flat.

10. (Previously Presented) The blade member for an airplane according to claim 23, wherein two reinforcing areas are provided within the outer skin area for connecting the first outer skin to the second outer skin, said two reinforcing areas being spaced a predetermined distance relative to each other and said first outer skin being curved upwardly and includes a thickened portion extending between the two reinforcing areas.

11-20. (Cancelled)

21. (Currently Amended) The blade member for an airplane according to claim 23, wherein two reinforcing areas are provided within the outer skin area for connecting the first outer skin to the second outer skin,

wherein the ~~at least one of~~ wall thickness of said first outer skin ~~and said second outer skin~~ changes in a cord direction between a first of said two reinforcing areas and a second of said two reinforcing areas, with ~~a portion~~ the wall thickness of said first outer skin adjacent to the first of said two reinforcing area being thicker than ~~a portion~~ the wall thickness of said first outer skin adjacent to the second of the two reinforcing area.

22. (Currently Amended) A blade member for an airplane, which constitutes at least a portion of a rotor blade of the airplane, said blade member comprising:

an outer skin area surrounded by a first outer skin, a second outer skin, a leading edge and a trailing edge each having a predetermined wall thickness; and

at least one reinforcing area extending in a span direction within the outer skin area and connected to the first outer skin and the second outer skin~~;~~, a wall thickness of the second outer skin being greater than a wall thickness of the first outer skin ~~wherein a wall thickness of said second outer skin changes~~ in a cord direction forward of ~~between~~ said at least one reinforcing area ~~and the leading edge, with a portion of the second outer skin~~

~~extending in a rearward direction from said at least one reinforcing area being thicker than a portion extending in a rearward direction from the at least one reinforcing area~~, and

wherein said outer skin area including said first outer skin, said second outer skin, said leading edge, said trailing edge, and said at least one reinforcing area are integrally formed from a single block.

23. (Currently Amended) A blade member for an airplane, which constitutes at least a portion of a rotor blade of the airplane, said blade member comprising:

an outer skin area surrounded by a first outer skin, a second outer skin, a leading edge and a trailing edge each having a predetermined wall thickness; and

at least one reinforcing area extending in a span direction within the outer skin area and connected to the first outer skin and the second outer skin~~;~~,

wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining, and

wherein the wall thickness of the first outer skin includes a central portion that is thicker relative to a portion adjacent to the leading edge and a portion adjacent to the trailing edge.

24. (Currently Amended) A blade member for an airplane, which constitutes at least a portion of a rotor blade of the airplane, said blade member comprising:

an outer skin area surrounded by a first outer skin, a second outer skin, a leading edge and a trailing edge each having a predetermined wall thickness; and

at least one reinforcing area extending in a span direction within the outer skin area and connected to the first outer skin and the second outer skin~~;~~, a wall thickness of the second outer skin being smaller than a wall thickness of the first outer skin in a cord direction rearward of said at least one reinforcing area, and

wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining~~, and~~

~~wherein at least one of wall thickness of said first outer skin and said second outer skin changes in a cord direction~~.

25. (Currently Amended) A blade member for an airplane, which constitutes at least a portion of a rotor blade of the airplane and has an asymmetrical cross-sectional shape as viewed in a span direction, said blade member comprising:

an outer skin area elongated in the span direction and surrounded by a first outer skin, a second outer skin, a leading edge and a trailing edge each having a predetermined wall thickness; and

at least one reinforcing area extending in the span direction within the outer skin area and connected to the first outer skin and the second outer skin;

wherein the first outer skin and the second outer skin each have a thick wall portion and a thin wall portion, wherein the thick wall portions of the first and second outer skins are offset relative to each other in a cord direction, and

wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining.

26. (New) The blade member for an airplane according to claim 23, wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining.

27. (New) The blade member for an airplane according to claim 24, wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining.

28. (New) The blade member for an airplane according to claim 25, wherein the thick wall portion of the second outer skin is forward in the cord direction relative to the thick wall portion of the first outer skin.

29. (New) The blade member for an airplane according to claim 25, wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining.